

Amendments to the Claims:

This listing of claims reflects all claim amendments and replaces all prior versions, and listings, of claims in the application. Material to be inserted is in **bold and underline**, and material to be deleted is in ~~strikeout~~ and/or in ~~[[double brackets]]~~ if the deletion would be difficult to see.

LISTING OF CLAIMS:

1-15. (Cancelled)

16. (Currently amended) A control method for selecting and controlling cylinders and valves in an internal combustion engine, the method comprising:

a first mode of operation to select and deactivate a first number of cylinders, with at least one cylinder deactivated, and to carry out combustion in the remaining cylinders with a first number of active valves **of each of said cylinders carrying out combustion**; and

a second mode of operation to select and deactivate a second number of cylinders, and to carry out combustion in the remaining cylinders with a second number of active valves **of each of said cylinders carrying out combustion**, where said first number of cylinders is less than said second number of cylinders, and said first number of active valves is greater than said second number of active valves.

17. (Cancelled)

18. (Original) The method of Claim 16 wherein said first number of active valves and said second number of active valves form different valve patterns.

19-28. (Cancelled)

29. (Currently amended) A method for determining ~~[[the]]~~a number of cylinders to operate in an internal combustion engine with electrically actuated valves, the method comprising:

determining an operating condition of at least one of said electrically actuated valves;

determining an operating condition of said internal combustion engine;

selecting a number of cylinders to operate to carry out combustion based on said electrically actuated valve operating condition and said engine operating condition;

determining a number of electrically actuated valves to operate in a said selected cylinder carrying out combustion based on said number of cylinders and based on said electrically actuated valve operating condition; and

operating said number of electrically actuated valves in said selected cylinder during a cycle of said internal combustion engine ~~based on said evaluation.~~

30. (Original) The method of Claim 29 wherein said operating condition of said internal combustion engine is an engine temperature.

31. (Original) The method of Claim 29 wherein said operating condition of said internal combustion engine is a time since start of said internal combustion engine.

32. (Cancelled)

33. (Original) The method of Claim 29 wherein said operating condition of said internal combustion engine is a speed of said internal combustion engine.

34. (Previously presented) The method of Claim 29 wherein said operating condition of said electrically actuated valve is a temperature of said electrically actuated valve.

35. (Previously presented) The method of Claim 29 wherein said operating condition of said electrically actuated valve is an impedance of said electrically actuated valve.

36-51. (Cancelled)

52. (Currently amended) A method for operating an internal combustion engine with electrically actuated valves, the method comprising:

operating the engine in a first mode with a first number of cylinders deactivated, and a first number of valves operating in each active cylinder to carry out combustion in the active cylinders; and

operating the engine in a second mode with a second number of cylinders deactivated, and a second number of valves operating in each active cylinder to carry out combustion in the active cylinders, where said first number of cylinders deactivated is different from said second number of cylinders deactivated, and said first number of valves operating is different from said second number of valves operating, and where said first number of cylinders is less than said second number of cylinders, and said first number of valves is greater than said second number of valves.

53. (Previously presented) A method for operating an internal combustion engine with electrically actuated valves, the method comprising:

operating the engine in a first mode with a first number of valves per cylinder operating to carry out combustion in all cylinders of the engine; and

operating the engine in a second mode with a number of cylinders deactivated, and a second number of valves per cylinder operating to carry out combustion in active cylinders, where said first number of valves operating is less than said second number of valves operating.

54. (Previously presented) The method of claim 53 where during said second mode, the engine operates alternately between different valves active per cylinder, while still operating with said second number of valves per cylinder.

55. (Currently amended) A method for operating an internal combustion engine with electrically actuated intake valves, the method comprising:

operating the engine in a first mode with a first number of cylinders deactivated, and a first configuration of electrically actuated intake valves operating in active cylinders to carry out combustion in the active cylinders; and

operating the engine in a second mode with a second number of cylinders deactivated, and a second configuration of electrically actuated intake valves operating in active cylinders to carry out combustion in the active cylinders, and said first configuration of valves operating is different from said second configuration of valves operating, ~~where each electrically actuated intake valve in the first and second valve configurations communicates between cylinders and a common intake manifold.~~

56. (Previously presented) The method of claim 55 where said first number of cylinders deactivated is the same as said second number of cylinders deactivated.

57. (Previously presented) The method of claim 55 where said first number of cylinders deactivated is different from said second number of cylinders deactivated.

58. (Currently amended) A method for operating an internal combustion engine with electrically actuated valves, the method comprising varying a number of deactivated cylinders and varying a number of active valves in each of the active cylinders to regulate engine output during engine operation.

59. (Original) The method of claim 58 further comprising varying a number of strokes of a cylinder cycle to further regulate engine output during engine operation.

60. (Currently amended) A method for operating an internal combustion engine with electrically actuated exhaust valves communicating with an exhaust system via an exhaust manifold, the method comprising:

operating the engine in a first mode with a first number and pattern of active exhaust ~~per cylinder~~ valves operating per each active cylinder to carry out combustion in the active cylinders;

operating the engine in a second mode with a number of cylinders deactivated, and a second number and pattern of active exhaust valves per each active cylinder operating to carry out combustion in the active cylinders, where

said first number or pattern of valves operating is different from said second number or pattern of valves operating.

61. (Previously presented) The method of claim 60 wherein the first number is two and the second number is one, and where during the second mode, active cylinders carry out combustion where a different valves alternately operate as the one active exhaust valve.

62. (Previously presented) The method of claim 60 wherein the first number is two and the second number is one, and where during the second mode, active cylinders carry out combustion where the same valve operates as the one active exhaust valve during a plurality of cycles.

63. (Previously presented) The method of claim 52 wherein during the first mode, valve operation includes dual intake dual exhaust valve operation during the cycle, and during the second mode, valve operation includes alternating intake alternating exhaust valve operation.

64. (Previously presented) The method of claim 52 where plural intake valves of the cylinder are coupled to a common intake manifold